THE GRASSHOPPER PLAGUE.

THE EXTENT OF RAVAGES.

THE REPORTS OF DEVASTATION EXAGGERATED—THE CROP OF NO COUNTY ENTIRELY DESTROYED—THE METHOD OF FEEDING.

A special correspondent of the New York Tribune writing from St. James, Watonwau, Minn., on the 29th instant, gives a careful resume of the extent and character of the insect ravages in that State: "The cows have long horns a great way off, ' is a homely New England proverb, as true on the Minnesota frontier as on a Yankee farm. "The wheat crop of Minnesota has been destroyed by grasshoppers" was the doleful story that I heard in Washington, to justify the prayer of Gov. Davis for aid from the United States government to save the people of this stricken region from starvation. "Half the State is overrun," said the Chicago and Milwaukee wheat-traders. but whether they believed it or were attempting to "bull" the market I did not ascertain. "One-twelfth of the wheat crop is gone," says the St. Paul Press, desiring to remove misapprehension and to correct exaggerated reports. The actual fact is that in no one of the dozen counties invaded by locusts has the crop been entirely destroyed. In some townships two-thirds of a crop of wheat, flax and corn will be gathered, in others half, in some enough for bread and seed; while upon a few farms everything is absolutely destroyed. But the whole crop of this region is not one-twentieth of that in the State, and the present promise is that Minnesota will have as much wheat to sell this year as she did last, when the surplus crop, after saving enough to feed her own people and for seed, was about 25,000,000 bushels. The region of the State visited by the grasshoppers this year comprises about a dozen counties in the southwestern corner of Minnesota, lying almost entirely west of the Minnesota and Blue Earth Rivers, and penetrated by the St. Paul & Sioux City and Winona & St. Peter Railroads. It is a

RICH, ROLLING PRAIRIE,

traversed by frequent streams and dotted here and there with beautiful clear water lakes, but is entirely destitute of timber except in the river bottoms and on the borders of the lakes. Four years ago there was no settlers here except a few hardy pioneers who pushed out from the frontier the year before and preempted land under the provisions of our homestead laws, and even they were so widely scattered that from the little hills on which they generally built they were rarely able to see the shanty of their nearest neighbors. Even the land held by actual settlers is probably not one-fourth yet broken up. Such is the character of the country in Minnesota which the locusts have this year invaded—a country which despite the length and severity of its winters will eventually yield the palm to none in the production of wheat and flax, and is sure, within a few years, to be converted into valuable farms. But like other new countries, Southwestern Minnesota has met with great calamities. Two years ago crops were full of promise, when a terrific hail storm passed over these counties and destroyed them in an hour. Enough grain was saved for bread and seed, but very few of the farmers had much to sell. Many of them mortgaged their places and began again. Last year the locusts came down upon the fields and stripped many of them clean, and laid the eggs from which this year's pests have been hatched. Those who still saved enough for bread and seed, or whose means were not exhausted, prepared their ground for another crop, and by the strictest economy lived through the winter; others were dependent upon charity for food and seed. and many who could not get wheat borrowed flaxseed from the Mankato Oil Company. St. James is a village not quite four years old, just half way between St. Paul and Sioux City, and at the point where the two divisions of the St. Paul & Sioux City Railroad come together. It is about 20 miles south of the northern limit of the grasshopper invasion, and is the best point in this section from which to

OBSERVE THEIR RAVAGES

and study their habits. I arrived here on Saturday, and in the afternoon drove out upon the prairie about eight or ten miles in a southeasterly direction from the railroad. I passed through in that distance about a dozen farms, all of which had been attacked by the locusts. The first field I visited contained about 130 acres of wheat. The crop on this field had been partially destroyed last year, and the locusts then deposited some of their eggs upon it. The grain came up this year very thick and thrifty, and although the young locusts stripped off nearly all of the tender leaves from the stalks, they did not attack the heads of the wheat until the berry was well formed. Then they came in a cloud and covered the field, and in a few days had entirely destroyed it. Looking over the field from the road it appeared as though a light crop of grain might be gathered from it; but on walking into the lot and examining the heads of the wheat I found that there was no grain there. When the locusts attacked this field they came in such great numbers that from three to five, and in some cases six or seven, alighted on each stalk. If there were any green leaves left they ate those first and then attacked the head. The lower grains of the heads, which are the largest and are the best of the wheat, they generally devoured husk and all. As they worked up and their hunger became satisfied they seemed to penetrate the husk and take out the berry, very rarely leaving a single grain of wheat in the head. This field, the owner assured me, had the "hoppers" let it alone, would have yielded more than an average crop. I don't think there is left a bushel of wheat to the acre. The owner will not cut it at all. On the same farm there had been planted a few acres of corn and potatoes. Of the former the locusts had destroyed about one-half, and from the latter they had eaten a portion of the leaves, which had, however, since they left, begun to grow again, so that a partial crop will be secured. Garden vegetables of every kind were utterly destroyed. The next farm I visited was about two miles further from St. James, contained several hundred acres, and was very well subdued when we consider that it has been broken up only three or four years. On this farm I saw the first field of wheat that had been

COMPLETELY DESTROYED.

Here the locusts had settled last year, and beside eating up a good portion of the grain, had deposited their eggs from which this year's crop of pests hatched out. This season they began on this field early, and so thoroughly was the destruction that, standing 10 rods from the field, I was unable to discover anything to indicate that wheat or any other grain had been planted on it. On driving into the field and looking carefully among the grass and weeds, I found the ground covered with a fine stubble eight or ten inches high, but on the whole piece I did not find a single head of grain or a single stalk of wheat that had not been cut off and killed. Ninety per cent. of the crops are destroyed in this region. On this same farm the grasshoppers, after finishing the wheat attacked the corn. It stood at the time about 12 or 18 inches high, and some of the locusts cut it off near the roots, while others devoured the leaves. From 10 to 20 per cent of the crop was left in isolated hills standing here and there, the fields looking very much like those I have seen in New England that had been nipped by a June frost. The district I visited Saturday is, I am told, the worst damaged of any in this county. I should think, that, taken altogether, not ten per cent, of the crops of every kind will be saved. The locusts left nearly two weeks ago, and during the whole afternoon I nowhere saw them in greater numbers than may be seen any hot day in a New York State or New England hay field.

STORM DESTRUCTION.

DAMAGES ON THE LINE OF THE CINCINNATI & LOUISVILLE RAILROAD—TRAINS WRECKED AND DITCHED—SCENES DURING THE NIGHT—NO LIVES LOST—EXTENT OF THE DAMAGES.

The Louisville Courier-Journal of the 28th inst. gives the following particulars of the recent storm between that city and Cincinnati: The terrible disasters by storm given in our telegraphic columns this morning were not, happily, paralleled in this section, but the rainfall of Sunday night was very heavy throughout Central Kentucky, particularly along the line of the Louisville & Cincinnati railroad. Three accidents occurred on that road yesterday morning, and while there was no loss of life, yet the escape of the passengers in two, at least, of these accidents was little short of miraculous. The rains swelled the small streams all along the line of the road suddenly and to an unexpected hight. The passenger train No. 1 which left here at 11 o'clock Sunday night reached Sparta station, 70 miles from Louisville, without any delay or trouble. Near Sparta is a small creek called Lost Branch, but the heavy rain had swollen it so greatly that it was a miniature torrent, rushing madly toward the river. The bridge had been washed away, and being a small one, it has not been found necessary to have a watchman stationed at that point. As the train approached its speed was slackened somewhat, but as the engine reached the broken pier, it suddenly

DASHED INTO THE WATER.

The train was made up of an express and baggage car, one passenger coach and a Pullman "sleeper," in the order named. The engine dragged the express car after it, and the passenger coach was wrenched loose and fell a little short of the others; the sleeping car remained on the track, being stopped by the passenger coach. The engine and express car plunged into 20 feet of water, carrying the engineer and fireman with them, no one being in the express car at the time. How these two men managed to get out of their prison, the water, and to the shore, they can not themselves tell, but manage they did, and were only slightly injured. The engineer, Al. Harding, was hurt about the leg and ankle, and the fireman was not worse hurt. The passenger coach fell near the shore, and only in about five feet of water. It fell perpendicularly, and the passengers, about fifteen in number, were thrown violently into the water at the bottom of the car. The lamps, of course, were extinguished, and the thrilling scene, what with the darkness and the danger, can be imagined. But the passengers also managed all to escape—to clamber out of the car windows and to the shore, with only two persons at all injured, and they not seriously. A Mr. Johnson, of Louisville, sprained his ankle, and Mr. Zies injured his hip, but not badly. The passengers were all brought back to the city by the noon train, and forwarded to Cincinnati by the O. & M. railroad and the mail boats. The engine is probably a total wreck. The express car was also badly wrecked, and the baggage and express matter will be greatly damaged by water, if not ruined. The passenger coach was badly damaged, but not wrecked.

THE SECOND ACCIDENT.

Previous to this accident a freight train met with a similar wreck at Bank Lick Bridge No. 6, between Bank Lick and Independence Station, and about 13 miles from Newport. The freight train, which left here Sunday night about 7 o'clock, on its way to Cincinnati, was composed of 17 freight cars and one caboose car. Bank Lick stream, generally very small, had been safely crossed by the Cincinnati passenger train, coming toward Louisville, but from that time until the arrival of the freight train, about ten minutes before 3 o'clock the water had increased to such an extent as to overflow the banks, and hide all traces of the bridge. The engine of the freight train had already crossed, when suddenly the bridge gave away, and it and the whole train of cars, beside the tank of the engine, went down into the water. Everything was pitch dark, and the men on the train succeeded in getting into safe positions by catching hold of limbs of trees and climbing these as the cars were dashed down the stream. All of the cars were badly damaged, and with their freight will prove a large loss. Three men had stolen a ride on the train, and one of them came out of the accident with a portion of one ear cut off, and all his clothes except a piece of his shirt torn from his back. All the men were considerably bruised, except one, but were able to walk. The one in question, a brakeman named Learmoth, had his left leg hurt. The train was well loaded, and consisted of two cars of pig-iron, three cars of lumber, two of tanbark, one of whisky and nine of wheat, beside the caboose car. The trucks of the cars can be saved and perhaps used, but the body of the cars will probably be a total loss. The freight was generally for Cincinnati. The men on the train hardly know themselves how they managed to extricate themselves from the wreck as it fell and as the cars swept down the stream.

THE THIRD ACCIDENT.

Passenger train No. 2, from Cincinnati to Louisville, consisting of the same number of cars as train No. 1, had passed in safety the bridge which gave way under the freight train, and had proceeded to Glencoe, when it ran into a land-slide near that station, and was thrown from the track. Fortunately, in this case also, no one was hurt beyond a few bruises. But little damage of any sort was caused by the accident, and it is doubtless fortunate that the train was thus stopped, else it might have been precipitated further on into one of the suddenly swollen streams. This accident happened between the two points where the other trains were wrecked, and occurred a little after 1 o'clock. President Wilder and Superintendent McLeod went up to the scene of the wreck yesterday, and a dispatch received from the latter last night stated that Bank Lick bridge No. 7, a half mile east of Bank Lick bridge 6, where the accident to the freight train had occurred, was also washed away, while all other bridges were safe. Of course trains on the road will not be run for several days, as it will take that time to repair the bridges. The total loss by these accidents is very heavy, and will foot up from twenty-five to thirty thousand dollars. The president and superintendent will return to-day, when more definite information as to the loss can be obtained.

Some nights since, while a candidate was making a stump speech in Louisville, he reflected very severely on the conduct of the police officers in making arrests for alleged drunkenness, the prisoners afterward dying in the station house from the effects of sunstroke. The officers were in the crowd at the time, and hustled the speaker from his stand and took him to the station, where he obtained bail. Next morning he was brought before the City Court, but no charge being preferred against him, he was released. To-day the mayor suspended two officers for one month, referring to the arrest of Nouts, the candidate named, as an outrage upon the rights of citizens, and a reproach to the police force.

HOME AND FARM.

The sales of fine blooded cattle exceed in number any previous year by a large difference. This is a good omen for the country.

The disposition to improve one's personal appearance in dress, style and manners is often rebuked as reprehensible pride It is a great mistake. There may be vanity and contempt in some young and foolish people, but they should not be confounded with a worthy aspiration to gentility.

Whisky is good for something. If a person is bitten by a rattlesnake, temperance principles should be instantly suspended, and the whisky poured down freely. It will save life. But then, people should not hunt the snake and get bitten for the sake of the remedy.

Young men and women should remember that those who fail to acquire general information on the subjects of history and geography before they are twenty years old, are not likely ever to know much in those directions. The time to lay the foundations of general reading is while you are in the "teens."

Mrs. Laura Lyman says: There is no one who may not be made the object of sneers and scoffs, just as there is no one who at some time may not be bitten by a gnat or a mosquito. Wounds afflicted by these annoying insects are never dangerous, and if totally disregarded are soon forgotten. Our immunity from their stings lies in escaping from the disagreeable localities which breed and foster them.

Learning and labor ought to go together. When the time comes that a thorough education is not considered a prohibition against manual labor, then the last objection to learning will be removed. Every man is made better by a certain amount of actual physical labor during some portion of his life. There is no denying that.

There is one more prescription for potato bugs: A gentleman residing in Brecksville, O., reports a very successful treatment of potato bugs, with a decoction of mandrake root tea. The roots are boiled in water, and the decoction sprinkled on the potato vines, the same as directed for the solution of Paris green. If possible, we want to get clear of this Paris green, for it is dangerous to handle and have about. Try the above, and try white bellebore.

Some sensible body writes for Moore's Rural: I am decidedly of the opinion that the good old-fashioned straw bed, which can every three months be changed for fresh straw, and the tick be washed, is the sweetest and healthiest of beds. If, in the wintry season, the porousness of the straw bed makes it a little uncomfortable, spread over it a comforter or two woolen blankets, which should be washed as often as every two weeks. With this arrangement, if you wash all the bed coverings as often as once in two or three weeks, you will have a delightful healthy bed.

WILD FLOWERS TAMED.—The Rural New Yorker has a good suggestion on this head: Every garden of any pretense to beauty should have its little nooks and corners for small, wild and exotic plants. These spots should not be models of neatness in the way of handsomely laid walks or clean, well-cultivated beds, but a rough, wild character may be aimed at instead. Old stumps, stone piled here and there, over which ivies, money-wort, myrtle, and our American creeper may be encouraged to ramble in all their native freedom. Much might be added to the above. Some children not far away from this set out in little beds one the shady side of the house last spring, blue violets and a variety of wild things, and it is astonishing how they have thriven. They have become the prettiest ornament about the house.

HOG CHOLERA POKED AGAIN.—Now is the time to look out for the health of the hogs. Captain and Mrs. Sam. Steele, of Cove Hill Grange, in Franklin county, Ky., furnish the Frankfort Yeoman the following, which they believe to be an infallible cure for hog cholera, as it has been successfully tried on Captain Steele's farm and on that af Henry Offut, Esq., in Shelby county, from whom Mrs. Steele obtained it: Take any quantity of poke root from a half bushel to a barrel or more, according to the size of the drove; boil it until it can be mashed to the consistency of paste; then mix with it enough corn to make the hogs eat it freely, and it is ready for use. Thus prepared, feed the mixture to all your hogs, both the sick and the well; it will cure the cholera. At all events, such is the experience of the parties named; and as poke root is readily found on every farm, it is well worth the experiment by every farmer whose hogs may be afflicted with that terrible disease. Ashes and salt, and lime and salt, are also said to be good for the same disease.

SALT IN SICKNESS.—Dr. Scudder says: "I am satisfied that I have seen patients die from deprivation of common salt during a protracted illness. It is a common impression that the food for the sick should not be seasoned, and whatever slop may be given it is almost innocent of this essential of life. In the milk diet that I recommend in sickness, common salt is used freely, the milk being boiled and given hot. And if the patient can not take the usual quantity in his food, I have it given in his drink. This matter is so important that it can not be repeated too often, or dwelt upon too long. The most marked example of this want of common salt I have ever noticed has been in surgical disease, especialy in open wounds. Without a supply of salt the tongue would become broad, pallid, puffy, with a tenacious, pasty coat, the secretions arrested, the circulation feeble, the effusion at the point of injury serious, with an unpleasant watery pus, which at last becomes a mere sanies or ichor. A few days of a free allowance of salt would change all this, and the patient get along well."

As to bees, they will do well for those who like them. The Madison Courier tells of a very successful apiarian in Jefferson county: Mr. H. C. White of this city has seventeen hives of bees and appears to understand the business thoroughly. We walked down home with him yesterday and saw him work them. Bare-handed and bare-headed, Mr. White opened several hives, lifted out the frames containing the honey, and brushed off the bees by the dozen from the combs. Mr. W. then extracted the honey by means of the usual machine, which, however, has two improvements of his own invention. The care of bees is a very fascinating employment, and we do not wonder that so much interest is taken in it. As to the yield of honey, Mr. White has taken 365 pounds from five hives since June 1, and has increased his stock from the same hives by four new hives. He expects to obtain over 100 pounds of honey from each hive during the season. It is his opinion that more money can be made from a hive of bees in a year than from the best cow in the county. Now, that is a splendid showing. But it is not every one who can do that. The little "varmints" will sting some people, and it's no use to bother with them.

SULPHUR FOR FOWLS.—There is no remedy and assistant so easily and cheaply obtained, so harmless to the fowls, or so satisfactory in its results as sulpnur. It being in the system of animals to a small degree, there is a greater affinity for it than there otherwise would be. It can be administered to the fowls by having it in a small box, so that they can help themselves, or by mixing it with their food once a week, or as often as there are indications of vermin. Penetrating, as it does, to every part of the system, all parasites are quickly and surely destroyed. Also, gapes are said to be prevented in chickens. Fowls need it more than most animals, their feathers containing between four and five per cent. of sulphur. Their eggs also have a small quantity, which is noticed by the discoloring of a silver spoon when it comes in contact with a boiled egg. Applied externally to the fowls when on the nest, to the nest itself, or mixed with the soil in the dusting box, it is equally efficacious in destroying vermin. To be used as a fumigator of buildings, it is necessary to remove the fowls, close the room or house, mix a little saltpeter with the sulphur in an iron vessel, and apply a match to the mixture. This should be done in the morning, and the doors and windows opened in the afternoon for a thorough ventilation. Lard mixed with sulphur in proper proportions and applied as often as is necessary to the feathers on the neck and back of young and old turkeys, is a very good safeguard against the ravages of foxes. For our own profit and the comfort of the fowls, let us then use sulphur or remedies of a like nature.—Poultry World.

QUESTIONS TO THINK OF.—An Iowa farmer puts some pertinent hits in the New York Tribune: Chas. Jenkins, of Mahoning county, Ohio, complains that it took two robust men to buy of him his two fat cows at less than four cents per pound, and also of the large number of grocery and provision, dry goods, hardware, boot and shoe, books and stationery, and drug stores they have at his place to be supported out of the labor of producers. He says that is what makes hard times. We are green in many things out West, and therefore wish to know of Mr. J. whether—1. He thinks he would have got a better price for his beef cows if but one "robust butcher" had called to buy them, and if so, how much? 2. Whether he thinks if they had none of those business houses within fifty miles of his farm they could get the various kinds of goods they want cheaper than at present? 3. If all those non-producers were to go to farming and fattening cows for themselves, how much more would that enable Mr. Jenkins to get for any fat cows he may have to sell in the future? 4. How much more would produce bring if all the non-producers in the country were to go to farming? 5. Whether a multiplicity of men in the same business has the tendency to increase the price of the articles they offer for sale in Mahoning county? It don't do so in Iowa, but competition compels quick sales and small profits. 6. Whether after all it is not all buncombe for farmers to talk about supporting the people who live in towns, and whether it is not true that there is a mutual interest between the producers and consumers, the people in the country and those in towns. The one needs to buy what the other has to sell, and the other wants to sell what he wishes to buy, and the law of supply and demand will always regulate the prices each must pay.

A KENTUCKY TRAGEDY.

A SAD CASE OF NEGLECTED AFFECTION—A WARNING TO DESPONDING LOVERS.

The Cincinnati Enquirer of the 30th inst., contains the following revised version of a painful tragedy: A day or two following the announcement of the sad suicide of young Brent, at Paris, Ky., we gave place to a paragraph headed, "He Died for Her." It was founded on information that came from a gentleman whose sincerity and truthfulness is beyond all question, but who appears to have been misled. It intimated more strongly than the author, in the haste which necessarily accompanies much of the writing on a daily paper, intended, that the cause of the tragedy was a discountenance on the part of the young man's father of his marrying, because of the absence of wealth on the part of the young lady to whom he was bethrothed. The true facts are now painfully before us, and, shrink as we may from any word that may reopen a single wound in the bereaved family, we must, in justice to ourselves as public journalists, and in justice to the living and the dead, lay them before our readers and the readers of the former statement. It is true, then, that Miss S. had dismissed young Brent on account of the objection of his father, but that the latter's reason was

BECAUSE SHE WAS POOR,

or because he did not in every way approve of his son's choice, is an inference totally unfounded. Mr. Jas. C. Brent was an estimable young man in every way, but his pecuniary resources were slight, outside of his father's aid, and the latter, with many children, married and single, claiming his equal love and assistance (and all agree that both were bountifully given according to his means, which were overrated by implication in the article to which this is a correction), counseled Jimmie, firmly but not harshly, against marriage at this time. In the wisdom of this decision all of the friends of the deceased and of his family—and they number as many as does the community in which they live—coincided. Even the noble girl whose name has been so cruelly prominent in connection with the tragedy, had seen the truth of the reasoning, and so had conscientiously broken an engagement which promised present happiness to neither. On the night of the hop she refused her lover's prayer for a renewal, or, more kindly, declined an immediate answer. With the gentleness of a rarely beautiful character, she bade him come to her at her home the following day, and had his impatience agreed, no doubt all would have been well, for waiting and hope would probably have been the solution of the problem. But we need not again repeat the sorrowful story—the threat with which he parted from her, "that never again should she see him alive," proved not to be, as she thought, the idle poetry of a loyal and impetuous lover. He rushed from the ball-room to his home, and it is more than likely that the storm without, which drowned to the ears of the sleeping family the report of the fatal pistol, met with too much rapport the storm within his breast; suggesting as it would to an excitable nature despair, and throwing around his bitter hour a deadly glamour of romance. Mr. Brent, the father, borne down now by years and sorrow, is utterly prostrate. He has been a kind and indulgent father, a citizen above reproach, and has the respect and sympathy of all who know him. We deeply regret that any word of ours should have added to a private woe which is past public realization, and which so far as we are concerned, shall hereafter be sacred from public intrusion.

At a meeting of the executive committee of the Lake Shore Road July, 22, it was decided not to declare any dividend, although the business for the past six months shows that the stockholders were entitled to a little over 3 per cent. No reference whatever was made to any proposal to lease the road to the New York Central and Hudson, and the report that action would be taken to effect such lease turns out to have been not only premature, but unfounded. The Stock Exchange were disappointed at the news, which caused a further depression of prices.

NOTICE OF VACATION.

Notice is hereby given that the undersigned have a petition pending before the Board of Commissioners of Marion county, for the vacation of a certain street or road running through that part of the northeast quarter of section 4, township 15, range 3 east, partitioned to Mary F. Cox and Louise F. Thomas and John H. Vagen, in the Marion Superior Court, June 10, 1872, beginning at the southeast corner of the northeast quarter of said section 4, township 15, range 3 east; thence north 2 855-10 feet; thence west 2,327 3-10 feet; thence south parallel with the east line, 2,939 1 10 feet; thence east 2,327 6-10 feet to the place of beginning; said street or road having been established in the partition of said land in a suit of John H. Vagen vs. Mary F. Cox and others, in the Superior Court of Marion county, June term of 1872, and running from the east to the west boundary of said tract of land. The land adjacent to said street and affected by said vacation is owned by the following persons and parties. Said petition will be called up for action at the September session of said board, or any subsequent session.

SAMUEL HANWAY, EZRA A. OLEMAN, WM. C. HOLMES, EDWARD KING, AND THE GERMAN BUILDING AND SAVINGS ASSOCIATION NO. 2 OF INDIANAPOLIS.

NOTICE TO BRIDGE CONTRACTOAS.

Notice is hereby given that the Board of Commissioners of Marion county, state of Indiana, will, on the 5th day of August, 1874, at 2 o'clock p. m., receive bids for the rip rap, fills for approaches, excavations, timbers and plank for the foundations of abutments; also for the abutments and for the iron work of an iron bridge over Fall creek at the north end of the Millersville Gravel Road, in Marion county, Indiana. One span of 144 feet in clear, extreme length 148 feet. road way 18 feet.

Plans and specifications for the work are on file, subject to inspection at the county auditor's office. The commissioners reserve the right to accept any bid offered and to reject any and all bids filed. By order of board.

F. W. HAMILTON,
Auditor Marion county.